

The Hongkong Telegraph.

No. 2146.

WEDNESDAY, JANUARY 30, 1889.

SIX DOLLARS
PER QUARTER

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

- 1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong, Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
- 2.—SUMS LESS THAN \$1, or MORE THAN \$50 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.
- 3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—INTEREST at the rate of 3 1/2% per annum will be allowed to Depositors on their daily balances.
- 5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
- 7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
G. E. NOBLE,
Chief Manager.
Hongkong, 1st January, 1889.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL 500,000.
Registered Office, 40, THE ARCADE, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per cent. per annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS
2 per cent. per annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager.
HONGKONG BRANCH.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$7,500,000.
RESERVE FUND 4,000,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. L. ROSENBERGER, Esq.
J. F. HOLLIDAY, Esq. N. A. SIBBS, Esq.
B. LATON, Esq. E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—G. E. NOBLE, Esq.
MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED:
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities and every description of BANKING and EXCHANGE business transacted.
DRAFTS placed in London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
Chief Manager.

Hongkong, 1st January, 1889.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersecretary is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 15th August, 1889.

Intimations.



FOR THE RACES.

FASHIONABLE TWEED SUITINGS, TROUSERINGS COATINGS, VESTINGS, SILK and MERINO HOSIERY, LONG CLOTH SHIRTS LINEN COLLARS, DERBY SCARFS, GOODWOOD TIES, TERA and FELT HALTS, BOOTS, SHOES, GLOVES, &c., &c.

FOR THE RACES.

RACING JACKETS and CAPS, (SILK or SATIN), RIDING BREECHES, RIDING BOOTS and TOPS, RACING and other SADDLES, SADDLE CLOTHS, BRIDLES and BITS, SUITS of CLOTHING, RIDING WHIPS, CURRY COMBS, BRUSHES, and all STABLE REQUISITES.

FOR THE RACES.

JAUNAY'S CHAMPAGNES, "ROYAL BLEND" and "SPECIALLY SELECTED" WHISKIES, BRANDIES, GIN, PORTS, SHERRIES, CLARETS, EMPIRE PALE ALES, EMPIRE EXTRA STOUT, FINEST BRANDS OF CIGARS, and CIGARETTES, TOBACCOS.

ALSO,

AN ENTIRELY NEW STOCK of SMOKER'S REQUISITES.

THE HALL & BOLTZ CO. OPERATIVE COMPANY LIMITED.

Hongkong, 26th January, 1889.

KELLY & WALSH, LD.

USEFUL, CURIOUS AND ENTERTAINING BOOKS.
PAYNE'S Business Letter Writer and Book of Commercial Forms, \$1.
Payne's Social Letter Writer, \$1.
Hoffmann's Tricks with Cards, 40 cts.
Donnelly's Manly Art of Self Defence, 40 cts.
Guide to Dog Training, 40 cts.
Self Cure of Stammering, 40 cts.
Secrets Worth Knowing, 40 cts.
Common Sense Cook Book, 40 cts.
Rapid Reckoning, the Art of making calculations with almost instantaneous speed, 40 cts.
Diseases of the Dog, 40 cts.
The Whist Player, 40 cts.
German at a Glance, 40 cts.
Spanish at a Glance, 40 cts.
French at a Glance, 40 cts.
Italian at a Glance, 40 cts.
Honey's Alphabet Designs, 75 cts.
Art of Training Animals, 75 cts.
Burdett's Irish Dialect Recitations, 40 cts.
Burdett's Shaksperian Recitations, 40 cts.
Burdett's Series Comic Recitations, 40 cts.
Burdett's Pathetic Recitations, 40 cts.
Kittler's Book of Mock Trials, 40 cts.
The Impromptu Speaker, 40 cts.
Night Side of New York, 40 cts.
Rogues & Rogueries of New York, 40 cts.
Burdett's Negro Dialect Recitations, 40 cts.
Josh Haywood's Trip to New York, 40 cts.
The Detective's Club, thrilling adventures, 40 cts.
Burdett's Heroic Recitations, 40 cts.
Bruder Gardner's Stump Speeches, 40 cts.
Burdett's French & Yankee Recitations, 40 cts.
De Vere's Wit and Humour, 40 cts.
Burdett's Dutch Dialect Recitations, 40 cts.
Burdett's New Comic Recitations, 40 cts.
Snarles of New York; its tricks and traps 75 cts.
Humours of Ventriloquism, 25 cts.
Madame Juno's Dream Book, 40 cts.
Popular Recitations, 20 cts.
Joe Green's Visit to New York, 20 cts.
Uncle Sam's Black Jokes, 25 cts.
Wilson's Ball Room Guide, 75 cts.
Houdin the Conjuror, 75 cts.
Lessons in Horse Judging, 75 cts.
Modern Barn Tender's Guide, 75 cts.
Dunbar's Complete Book of Etiquette, 75 cts.
Practical Guide to Scene Painting, \$1.50.
How to make up for the Stage, 25 cts.
Bad Memory made Good, 25 cts.
How I became a Ventriloquist, 20 cts.
Napoleon's Oracleum, 20 cts.
The Poker Primer, 20 cts.
Tricks on Travellers, 20 cts.
Drummer's Yarns—Fun on the Road, 20 cts.
Gipsy Queen Dream Book, 20 cts.
Brother Jonathan's Jokes, 20 cts.
Fun Everlasting, 20 cts.

W. POWELL & CO.

RACES! RACES! RACES!!!

NEW GOODS Specially Imported for the RACES are arriving by the next English Mail and Steamship *Glunty*.
RACE SCARFS, BOWS, ROSETTES, JACKETS & CAPS made to any combination of colours. BRIDLES TRIMMED.

W. POWELL & CO.

Victoria Exchange, Hongkong, 26th January, 1889.

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

HAVE RECEIVED THEIR SECOND DELIVERY

WINTER COATINGS TWEED, and DRESS SUITING, TROUSERINGS and ULSTER TWEEDS.
A very stylish selection.
OUR OUTFITTING STOCK IS ALSO COMPLETE IN SEASONABLE GOODS.
HONGKONG, 14th January, 1889. QUEEN'S ROAD (Opposite HONGKONG HOTEL).

LANE, CRAWFORD & CO.

HAVE A FULL STOCK OF SADDLERY AND STABLE Sundries suitable for the racing season.
NICHOLLS' BEST RACING SADDLES.
Jockey Whips, Light Racing Reins, &c., &c.; Black and Brown Pony Harness.
Also,
Driving Gloves, Knitted Gloves with Leather Fingers, Mufflers, Cardigan Jackets, Carriage Wraps, and Warm Clothing of all kinds suitable for Early Morning Wear at Race Course. Rain Coats, Umbrellas, and Rubber Over-shoes, Riding Boots and Tops.

Orders now being taken for Racing Colours.

LANE, CRAWFORD & CO.

Hongkong, 22th January, 1889.

W. BREWER.

HAS JUST RECEIVED

NEW PIANOS by Collard and Collard.
5,500 New Cheap Literature, 25 cents vol.
Daudet's Sappho Illustrated.
Gautier's Mademoiselle de Maupin.
Hagard's Col. Quaterback.
Funck's Animal Physiology.
Grammar of Palmyra.
How to Mix Drinks.
Calbard's Invisible Powers of Nature.

Cardinal Newman's Life.
St. Thomas Brasey's Life.
Ainsley's Extra Master's Guide.
Boy's Handy Book of Sports.
New Children's Books.
New Ladies' Tennis Shoes.
Demon Tennis Racquets.
Champion Tennis Balls.
Football and Boxing Gloves.

W. BREWER.

UNDER HONGKONG HOTEL.

Hongkong, 12th January 1889.

Shipping.

STEAMERS.

"SHIRE" LINE OF STEAMERS.
FOR HAMBURG AND LONDON.

THE Steamship
"MERIONETHSHIRE,"
Dowling, Commander, will be despatched for the above Ports on or about the 31st inst.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 23rd January, 1889. [123]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(PASSING THROUGH THE INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship

"VERONA"
will leave for the above places on SATURDAY, the 2nd February, at DAYLIGHT, instead of as previously advertised.

E. L. WOODIN,
Superintendent.

Hongkong, 26th January, 1889. [13]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN"
Allison, Commander, will be despatched as above on FRIDAY, the 8th February, at 4 P.M.

The attention of Passengers is directed to the superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A daily qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd January, 1889. [123]

SAILING VESSELS.

FOR LONDON AND HAMBURG.

THE A. I. British Bark
"JOHN NICHOLSON,"
W. Quine, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.,
Agents.

Hongkong, 22nd December, 1888. [36]

FOR SAN FRANCISCO.

THE A. I. British Bark
"KITTY,"
Laird, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.,
Agents.

Hongkong, 14th January, 1889. [84]

FOR NEW YORK.

THE 3/3 A. I. American Ship
"PACTOLUS,"
Burnham, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.,
Agents.

Hongkong, 19th December, 1888. [34]

FOR NEW YORK.

THE 3/3 L. I. American Ship
"STATE OF MAINE,"
G. Small, Master, shortly expected, will load here for the above Port, and will have a quick despatch.

For Freight, apply to
PUSTAU & Co.,
Agents.

Hongkong, 19th December, 1888. [104]

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF NEW YORK"
will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 6th February, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return 350.00
available for 6 months 325.00
To Liverpool 325.00
To London 330.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 17th January, 1889. [5]

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKE CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE.

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"BATAVIA"
2,558 Tons Register, Auld, Commander, will be despatched for VANCOUVER, B.C., via KOBE and YOKOHAMA, on THURSDAY, the 7th February, at 3 P.M.

It will be followed by the S.S. "PARTHA" on 7th March, and S.S. "ABYSSINIA" on 4th April.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco and Pacific Coast Ports by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria \$160.00
To San Francisco 175.00
To all Common Ports in Canada 230.00
To London 300.00
To Liverpool 305.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Ports in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 6th February.

All parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 10th January, 1889. [139]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKE CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"BELGIC"
will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 13th Feb., at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return 350.00
available for 6 months 325.00
To Liverpool 325.00
To London 330.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 26th January, 1889. [12]

NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 17th day of February, 1889, at 10 A.M., the Company's Steamship "BRUNSWICK," Capt. H. Bodeker, with MAILED PASSENGERS, SPECIE & CARGO, will leave this Port at above calling at GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 1 P.M. on the 16th of February, 1889. (Parcels are not to be sent on board; they must be left at the AGENT'S Office).

Contents and Value of Packages are required. The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further particulars apply to
MELCHERS & Co.,
Agents.

Hongkong, 11th January, 1889. [14]

Notices of Firms.

NOTICE

ON and after the 1st February, I shall practice at VICTORIA BUILDINGS (Bastment) Queen's Road.

ARTHUR B. RODYK,
Solicitor.

Hongkong, 29th January, 1889. [144]

HONGKONG & SHANGHAI BANKING CORPORATION.

MR. G. E. NOBLE has been appointed CHIEF MANAGER of the Bank from the 1st January, 1889.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 31st December, 1888. [41]

NOTICE

THE INTEREST AND RESPONSIBILITY of Mr. D. A. TROTTER in our Firm ceased on 31st ultimo.

Mr. F. W. BRUCE, and Mr. G. U. PRICE, have this day been admitted PARTNERS in our Firm.

TAIT & Co.
Amoy, 1st January, 1889. [51]

NOTICE

THE INTEREST AND RESPONSIBILITY of Mr. THEODOR JOHANNES ENGELBRECHT von PUSTAU in our Firm in Hongkong and China ceased on the 31st December, 1888.

PUSTAU & Co.
Hongkong, 1st January, 1889. [48]

Shipping.

STEAMERS.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"CHINGWO,"
R. H. Machugh, Commander, will be despatched as above on or about the 30th inst.

For Freight, etc., apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 15th January, 1889. [89]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"TAISANG,"
Captain Jackson, will be despatched as above on MONDAY, the 4th February, at NOON.

This Steamer has Superior First Class Accommodation, specially constructed to meet the requirements of tropical climates.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 20th January, 1889. [143]

NAVIGAZIONE GENERALE ITALIANA (FLORIO

Intimations.

DAKIN BROS. OF CHINA,
LIMITED,
CHEMISTS.

CONFECTIONERY AND MEDICATED
LOZENGES
OF
PUREST QUALITY.

JUJUBES
GLYCERINE, MAGNUM BONUM,
DELECTABLE, VOICE, &c.
LOZENGES AND DROPS.
ACID LEMON, BLACK CURRANT, GELATINE,
GINGER, HEARTBURN PEPPERMINT, ROSE
MUSK, LAVENDER, DIGESTIVE &c.
MEDICATED LOZENGES.
FOR COUGHS, SORE THROAT, HUSKINESS, &c.
PARKGIC, TANNIN & FRUIT, CUBEB &
FRUIT, CAYENNE & FRUIT.
CATECHU KING, &c.

(Telephone No. 66.)
22, QUEEN'S ROAD CENTRAL,
Hongkong, 28th January, 1889.

A. S. WATSON & CO., LTD.,
Established A.D. 1841.

FAMILY, DISPENSING, & GENERAL
CHEMISTS
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS.
Importers and Exporters of MANILA CIGARS
SEEDSMEN.
WINE and SPIRIT MERCHANTS.
PATENT MEDICINE PROPRIETORS
and
MANUFACTURERS of AERATED
WATERS.

BUSINESS ADDRESSES:
THE HONGKONG DISPENSARY,
HONGKONG.
THE SHANGHAI DISPENSARY,
SHANGHAI.
THE HONGKONG DISPENSARY,
TIEN-TSIN.
THE BOTICA INGLESA, MANILA.
THE HONGKONG DISPENSARY, HANKOW.
THE DISPENSARY, FOCHOW.
THE CANTON DISPENSARY, CANTON.
Hongkong, 18th January, 1889.

MARRIAGE.
At Canton, China, on the 29th of January,
1889, at the British Consulate, by Chalmers
Alabaster, Esq., H.B.M.'s Consul, and afterwards
at Christ Church, by the Rev. John Grundy,
assisted by the Rev. B. C. Henry, DAVID
MACHAFFIE, eldest son of the late David
Machauffie, of Glasgow, Scotland, to ALICE,
daughter of the Hon. Charles Seymour, U.S.
Consul Canton.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 30, 1889.

THE "Conner" in the Steam Launch
Company's shares to which we referred
the other day would appear to have
already lost its grip, and the rascally
"riggers" are, to use the expressive
if somewhat inelegant language of the
local "Rialto," feeling very sick. These
enterprising gentry, who represent various
nationalities, are credited with having
obtained control of a very large proportion
of the Company's scrip, and in addition
have purchased "on time" several hundred
more shares than are actually in existence.
When the date arrives for delivering these
latter shares the "short-sellers," unable to
purchase unless at exorbitant rates in a
false and carefully inflated market, must
inevitably find themselves in an awkward
position. But the select circle of "bulls,"
who have conspired to effect this bare-
faced robbery will be lucky indeed if they
receive the fruits of their knavery in hard
cash, or even in the shape of uncertain and
unsatisfactory "promises to pay" at some
future time. The fact, and that it is a fact
cannot be denied, that the "bears," who
sold shares they did not possess in the belief
that a drop was imminent, would under
ordinary circumstances be undeserving of
the slightest sympathy, does not in any way
improve the moral position of the "bulls,"
and it so happens that in this particular
case the circumstances, we would fain
hope, of a most unusual character.

The Directors of the Steam Launch
Company, we have every reason to believe,
are not in any way connected with this
Share Market scandal; they are indeed
credited with indignantly repudiating a
movement which has no tangible justifi-
cation. At present we regret being unable to
say for certain who was the originator and
prime mover of this audacious fraud,
but no doubt his identity will shortly
be established. It is, however, certain
that a number of persons who describe
themselves as brokers have been active
participants, otherwise the game could
not have been successfully carried out.
The *modus operandi* pursued was simplicity
itself. Certain principals, who "were in
the swim," gave certain brokers instructions
to buy for forward delivery as many shares
as could possibly be arranged; these

brokers, who also act as advisers to their
constituents and occasionally as traffickers
on their own account, went actively to work
in all three capacities. We need only quote
one case, as it is almost identical with
all the others. A broker called on a
client—a very old and esteemed resident—
and strongly urged him to "sell short,"
largely in the Steam Launch Co.'s shares;
the advice was taken, contract notes for
300 shares were duly signed, and the
"plant" was successfully accomplished.
These 300 shares went direct to the
inspired "corner."

It is probably not a bit more the business
of a newspaper Editor to offer advice to
his readers than it is that of a share-broker
to advise his constituents; but in a matter
like this so-called "boom" in the Steam
Launch Co.'s stock, which is likely enough
to bring disgrace and ruin to a number of
foolish persons who were by false pretences
induced to place reliance on the counsels
of intriguing and unscrupulous rogues,
we will venture to strongly recommend
wholesale repudiation of the whole of these
time transactions and challenge the "rig-
gers" to vindicate whatever rights they
may possess in the Supreme Court. It is a
matter for argument whether under
any circumstances these "short-sales"
would be held legal, but there cannot be
the least doubt that transactions
accomplished by means of a conspiracy
to defraud will not be upheld in an
English court.

It is an almost invariable custom in this
enlightened colony of Hongkong to impute
interested and selfish motives to whoever
takes upon himself to expose a public
scandal. And this Steam Launch Co.
scandal has been no exception to the general
rule. A rumour has been industriously
circulated—by interested scoundrels, of
course—that our comments were influenced
by the very important fact that the
Editor of this journal had "short-
sold" the paltry trifle of one thousand
shares. Personally we could well afford to
treat such a statement with the contempt it
deserves, but as several correspondents
have thought fit to make inquiries on the
subject it is perhaps as well to state that it
is absolutely without the slightest foundation.
The Editor of this paper does not
and never did gamble in shares and
stocks; he has not now nor at any other
time sold a single Steam Launch share
for forward delivery, and he has never
purchased any. His name appears as one of
the original promoters of the Steam Launch
Company and as a holder of fifty shares;
feeling dissatisfied with the management
of the Company he sold these shares at
par—and that is all. If any of the ragged
army of brokers, with whom this report
undoubtedly originated, are in a position
to prove their allegations, we invite them
to do so, and we now have to apologise to
our readers for having been forced to
descend to a personal explanation of this
character.

The question of how to prevent a
recurrence of this latest Share Market
abuse, which we understand is now under
consideration by the Government, we
propose discussing in another article.

LOCAL AND GENERAL.

TO-MORROW being the Chinese New Year, there
will be no issue of the *Hongkong Telegraph*.

The Japanese authorities are considering the
advantage of establishing a Post Office in Seoul,
Korea.

The Royal Engineers had a meeting last night,
at which they decided to give a ball about the
8th proximo.

M. FRADIN, chancellor of the French Consulate
at Manila, has assumed charge in the absence
of Consul Nodot.

FROM an advertisement in another column it
will be seen that the Hongkong and Shanghai
Banking Corporation have undertaken to receive
subscriptions to the North China Famine Relief
Fund, and transmit the same to the Shanghai
Committee.

THE copra industry in the Pelew group, as con-
ducted by Capt. O'Keefe and his fellow-traders,
seems to be increasing. A Chinese-built schooner
with a capacity of about 100 tons was launched
yesterday at Wong Ma Kok, for this business,
Mist Seimund christening her the *Jeannet*.

THE following official appointments in Tonquin
are notified by our Haiphong contemporary:—
M. Morel, to be vice-resident at Hungyen in
lieu of M. Delmas who has been placed in
charge of the military station of Keast. M.
Alcan to be chancellor to the Residency of Son-
tay. M. de Pincoff has been substituted by M. de
Charpal as Resident of Haiphong.

AN Indian at Wong Nei Chong has got into
serious trouble through combining baby-farming
with dairy-farming. Some time ago a Fungai
in Hongkong died, leaving two children and
about \$500 in money. The Registrar, Mr. Wise,
took charge of the lot, but when the daylawn
shortly afterwards offered to bring the little ones
up to let them go. But the philanthropic Hindu
kept wanting the \$500 as well, and threatened,
when his claim was ignored, to send the children
away. Mr. Wise thereupon found another home
for them, and sent Bailiffs Howell and Macbean
down to Wong Nei Chong to get possession of
them. Macbean told the daylawn what they had
come for, but he snapped his fingers at the
Registrar, and wouldn't take any notice of any-
one under a judge. Howell put one of the little
girls in his clothes, but the man stopped the
vehicle and struck Howell, who promptly banded
him in the eye and brought him to reason. He
was summoned to-day for obstructing the officers
of the Court, and ordered by Mr. Pollock to find
bail for \$50 to keep the peace for three months.

THE British gunboat *Cochet*, under Com-
mander E. E. Maxwell, arrived yesterday from
Pagoda Anchorage.

THE Japanese Government propose to construct
new buildings for the Naval Department, at an
estimated cost of ¥80,000.

MANILA papers report a very quiet state of things
in the Caroline Islands. Octavian, peace pre-
valled at Ponape at the time of the latest advices.

THE French Chamber has taken into considera-
tion a motion made by Mr. Ernest Lefevre to
have elective rights conferred on ladies for the
election of members of the Chamber of Com-
merce.

AN Emergency meeting of Zetland Lodge, No.
325, will be held in Freemasons' Hall, Zetland
street, on Saturday, the 2nd proximo, at 5
p.m. precisely. Visiting brethren are cor-
dially invited.

THE Governor-General of French Indo-China
was, says the *Courrier d'Haiphong*, entertained
to a "Punch" meeting at Hanou on the night of
the 19th inst. All the officials were present and
warm speeches were the order of the evening.

At the end of last year the population of Hako-
date was 44,801, of which there were 23,418
males and 21,383 females, with 10,457 houses,
showing an increase of 2,955 in population
(1,563 males and 1,392 females) and of 608 houses
as compared with the figures at the end of
June, 1888.

A CRICKET match H.K. C. v. Army and Navy
will commence to-morrow at 10.30 a.m. sharp.
Tiffin will be provided on the ground. The
following is the Club team:—E. J. Coxon (Capt.),
C. S. Coxon, T. S. Smith, E. W. Maitland, F.
Maitland, C. S. Barff, L. C. Barff, T. E. Davies,
C. A. Tomes, E. Travers, and another.

AN industrial syndicate has been formed in Paris,
having for its object the manufacture and im-
portation into French Indo-China of cotton goods
suitable for the climate. An exhibition of these
articles was recently held at Hanou; our Haiphong
contemporary says that by their quality
and their price they are sure to command a ready
sale among the natives.

INSPECTOR Stanton paid a visit of ceremony to
a gambling den in Upper Lascar Row yester-
day, at 11 o'clock. The residents in the house
felt distrustful, and left hurriedly on seeing his
advance-guard of informers. He called, all the
same, and found every approach to the room
strongly barred. The work of breaking in taking
considerable time. He found gambling appar-
atus, daggers, &c. scattered about, and an
informant discovered a gambler. Mr. Pollock
sent the latter up for six months, and ordered
the former to be confiscated.

THE Macao *Independents* dwell at great length
on the education question in the Portuguese
colony, and suggests some improvements in
that line. We have heard so much of the highly
educated Portuguese who flourish in the Colonies,
particularly in the neighbouring Athens of South
China, that we thought all further improvement
was impossible. We found, however, to our sur-
prise, that the state of education in the model colony of Macao
and among the natives of Goa is anything but
perfection, and we hope the *Independents* will
mend matters.

THERE was nearly being an international ques-
tion over Kowloon side the other day. The
dignitary who ejects squatters and arranges land
sales for the Government when funds are low
was crossing from Yumail to Hung Ham, and
to do so, for convenience took the road which
bends just into Chinese territory. His boy had
a couple of bottles of stout in his hands, and a
ragged soldier insisted that these were dutiable,
and demanded forty cents. The Government
official chafed him for a while, and walked
across into his own territory, where, with fine
humour, he drank the lot.

THE quantity of coal produced in Japan at
present, according to the *Bukka Shimpō*,
amounts to 1,500,000 tons per annum. The
following shows the result of investigations made
by the authorities as to the amount of coal con-
tained in the undermentioned mines:—

Mine (Chiliog)	Tons.
Karatsu and Takai (Hizen)	1,500,000
Hirato and Imaki (Hizen)	300,000
Chikuma and Tsurumi (Hizen)	600,000
Anakura (Hizen)	200,000
Porosai (Hokkaido)	1,000,000

The production of coal from the Takashima
mine—in which working was first begun in the
period of Kyoho (1716-1735)—during the last
15 years, was 8,000,000 tons, and there
should still be over 2,000,000 tons of coal
in the mine. The usual production is over
200,000 tons, and the extent of the working
is 75 *cho* (one *cho* is 60 *ken*). The quantity
of coal turned out during the five years
ending 1885 was 166,354 tons in 1881, 253,678
tons in 1882, 253,915 tons in 1883, 246,654 tons
in 1884, and 263,781 tons in 1885. The total
extent of the Mikke Colliery workings in 1885
was 3,440 *cho*, and the coal deposits amounted
to over 130,000,000 tons. The quantity of coal
exported to Shanghai and Hongkong during the
eight years ending 1887 was as follows:—

Exports to SHANGHAI.	Tons.
1881	101,400
1882	101,400
1883	101,400
1884	101,400
1885	101,400
1886	101,400
1887	101,400
Exports to HONGKONG.	Tons.
1881	101,400
1882	101,400
1883	101,400
1884	101,400
1885	101,400
1886	101,400
1887	101,400

DESPERATE STRUGGLE WITH ARMED THIEVES.

A serious affray between three Chinese robbers
and an Indian constable occurred late last night
at Wanchai. About midnight the Sikh constable
men, who were in St. Francis Street, behaving
strangely, of felonious designs, and stopped them.
They resisted, and as far as can be gathered one
of them struck him with a sword. He seized
one of them, and blew his whistle for assistance.
Whilst doing so he was slashed across the face,
his nose being half severed, the blow causing
him to bite the whistle and make it useless.
His carbine was unloaded, according to regula-
tions, and he opened the breach, but could not
get the cartridge in. At all three were
assailing him in a very determined manner.
They apparently got him down, and he made
himself out, being found in various places, along
with a long rope belonging to the men. His
whistle had been heard by Mrs. Goulburn, how-
ever, and she aroused her husband, and then
both of them heard moans. Goulburn seized a
hammer and ran out in his pyjamas, his wife
following with a lamp. The thieves were still
hacking at the unfortunate Sikh when Goulburn
got up, but he dropped one of them with a blow
of the hammer, and the others fled. Assistance
being called, the constable was removed to the
Hospital, and the captured thief to gaol. A blood-
stained sword was found on the ground, with a quantity of hair, apparently
from the Sikh's head, round the handle. Mr.
Goulburn sustained permanent injuries, many

will remember, when assisting the police on a
former occasion. On the night of the 25th
September, 1888, a large band of pirates attacked
the silversmiths' shops in Wing Lok Street.
Goulburn ran down to help the few police who
were there, and was speared in the shoulder
whilst passing a shop. He fell in the channel,
and received another thrust which destroyed the
sight of one eye. His assailant was about to
administer a blow in a more vital part when a
constable who was behind fired, cutting the
pirate's heart completely in two. The Govern-
ment voted some slight recognition of his claim,
but this time it will be more substantial, let us
hope.

TRAINING NOTES.

The attendance of spectators in the enclosure
this morning was even larger than usual, and the
proceedings were full of interest. Although
still far from satisfactory, the race-course was in
much better order than it has yet been this
season and some very fair performances, by
the time test, were registered. Needless to say
that Defiance was the first pony on the track,
and this splendid goer was sent a mile and a
quarter by himself at about half speed, covering
the distance in 37, 1.14, 1.51, 2.25, and 2.57. As
this pony is believed to be quite up to Champions
form, he is a real find. I saw him in the race,
but I cannot imagine that he is possibly better
in sending him along, within three weeks of the
race-meeting, at a pace which any Subscription
griffin can improve on without an effort.
Mr. Humphreys knows quite well that to win the
big races with Defiance he must beat Orlando,
and as Mr. John Peel's big chestnut will do his
mile and a half under 3.15 on a good course, it is
difficult folly to allow a long-striding pony like
Defiance to keep "pottering" by himself at a rate
of speed which any ordinary hack could equal
without difficulty. However, the trainer of the
Tientsin pony ought to know best how to get
the 1500-lb. cherry ripe, but, all the same,
I don't think Defiance will prove very dangerous
if the band box system of training is persevered in.

Lord Chancellor, Strawberry Jam, and Dot
were sent a mile and a quarter in company; Mr.
Sykes' man is the best mover of the three, but
he wants more time and more judicious riding
than he can reasonably be expected to show
his true form, and I was therefore not surprised
to see him finish last. Mr. Lightwood's improving
pony and Dot ran a close race home, the
little 'un, if anything, having the best of the
finish. The times were—35.1, 69, 1.46, 2.26, and
3.02. So-deka, Say-a-nara, and Senegal galloped
together, and I timed their last three quarters 35,
1.12 and 1.47, the first and last named passing
the post in close order. Say-a-nara pulled up
lame, but apart from that, in my opinion his
marble colored stable companion will prove
much the better racer of the pair. Gone Away,
who ought to have been entered in the Hack
Stakes, covered a mile by himself in 2 min. 26
secs.

Perhaps it will be just as well give in order the
work done by the representatives of the three
or four big stables. As I commenced with
Defiance, I had better continue with Mr.
Humphreys' long string of griffins. The whole
of these ponies galloped a mile and a quarter in
divisions. Vanquisher, Venger, and Victor
registered 36, 1.10, 1.45, 2.20 and 2.54, finishing
strongly and in good form. Victory, Vengeance,
and Valour made 36, 1.10, 1.44, 2.18, and
2.52. Vanguard, Veteran, Vespasian,
and Vandal covered the full distance in
2.57, the last mile in 34, 69, 1.45, and 2.21.
Valiant, Value, Violent and Vis Inertia I was
unable to time, but the performance must have
been pretty good, and the Subscription griffins
fairly held their own. So far as my judgment
goes at present, Mr. Humphreys has four or five
griffins of good class that will take a lot of beating
in the Derby and other griffin races.

Mr. Buxey has an exceptionally strong string
of highly trained griffins, most of which were spun out
this morning over the historical mile and a half.
The first two were Skipjack, Scapegrace and
Humphreys' long string of griffins. The whole
of these ponies galloped a mile and a quarter in
divisions. Vanquisher, Venger, and Victor
registered 36, 1.10, 1.45, 2.20 and 2.54, finishing
strongly and in good form. Victory, Vengeance,
and Valour made 36, 1.10, 1.44, 2.18, and
2.52. Vanguard, Veteran, Vespasian,
and Vandal covered the full distance in
2.57, the last mile in 34, 69, 1.45, and 2.21.
Valiant, Value, Violent and Vis Inertia I was
unable to time, but the performance must have
been pretty good, and the Subscription griffins
fairly held their own. So far as my judgment
goes at present, Mr. Humphreys has four or five
griffins of good class that will take a lot of beating
in the Derby and other griffin races.

The two stable also showed capital form.
Last year, accompanied by Vengid and the
griffin Challenger, went over a mile and a quarter
at a good strong pace, the winner of
last year's Derby and the probable winner of
this season's griffin race acquiring them-
selves like first class race-ponies. I timed them
for a mile and a half—38, 1.15, 1.52, 2.27, 3.02
and 3.35. After passing the winning post the
trip out on high pressure and raced at full speed
to the mile and a half starting post, "Cripple"
and the Derby crack easily drawing away from
Mr. Sassoon's cast-off. It requires no great
amount of prescience to predict that Challenger
will be a very hard nut to crack in the
Derby, for a very good reason. He is a
griffin, and the way to Bandman and Fleet was
times 33 6/7, 1.49, 2.18 and 2.52—all three
finishing strong and well. Mark Forward galloped
the Derby distance, Pacolet and the Subscription
pony Grey Goose "chipping in" at the mile
and a quarter post. The time for the mile and a
quarter was 3.03, but as the other pair were pulled
back to the dark grey, it need not be seriously con-
sidered. Mark Forward seems to gallop in
good style and is worth looking after. Orlando,
by himself, went the Champions' distance in
38, 1.14, 1.48, 2.23, 2.57, and 3.30, going
very easily all the way, but giving unmis-
takable evidence of being thick-skulled. Hotspur
for a mile and a quarter, going freely and well,
made 2.54. Quadruped also galloped by him-
self, but scarcely came up to expectations.

Melapi (Mr. Hutchings) and White Patch
galloped together, I timed the mile and a quarter
2.54, last quarter 30 seconds—the "Pacha"
being beaten off a rather funny incident
occurred in connection with this "pow." As the
ponies raced down by the village the old hack
Robin Gray was slowly trotting down the straight,
his rider, the evergreen Joe, being apparently
asleep. Owing to some reason or other the
old mule stumbled and came down, rolling
right over Joseph, who doubtless thought the
last tramp had been squandered. On regaining
his feet Robin Gray indulged in a careful look
round, and as he had only burst one of his girths
he decided on winning the stable under the
name of "Melapi." The stable under the name of
"Pacha" is a certainty for the second year in suc-
cession, and so he joined in with Melapi and White
Patch, carefully taking his place next the rails.

All the way round the ancient crew showed
the Derby candidates way home, and all
Mr. Hutchings' efforts on Melapi could not
bring that noble looking but comparatively use-
less steed to the front, the conqueror of Honesty
in his griffin days eventually passing the post
an easy winner, and then he quietly returned
"to roost."

The Subscription griffins Soll, Zara, and
Persimmon galloped a mile in 2.24, the first
named winning from Mr. Tasman's dark
grey after a close finish. Glenes and
Rory Morn were sent six furlongs, covering
the last half mile, 65 seconds. Lochinvar
galloped a mile slowly, by himself. Harbore,
a very good looking Derby griffin in Mr.
Triad's stable, was confined to sharp sprints
down the straight. In a mile and a quarter spin
the Hankow pony Exeter was beaten off by the
Subscription griffins Haben and Tailsman. Mr.
Jay's grey beating the chestnut cleverly in 2 min.
58 secs. Exeter is as thin as a hurdle and unable
to raise a gallop, so that I am afraid his plucky
owner will reap but a scanty reward for sending
him some fifteen hundred miles to do battle
with our local celebrities. Alacrity, Imperator,
Belochi and Pathan were sent for all they were
worth over the mile course; the chestnut led
until near home, where Alacrity came
alongside and won cleverly, with Pathan
close up and Blooches, who is "off colour"
at present, beaten off. The times were—34,
69, 1.44, and 2.17. McDuff and Mac had much
the best of Melbourn over the Valley Stakes
distance—times 34, 68 and 1.42.

Mr. Tell's Derby griffin Jock easily beat the
"sub" Springfields in a six furlong "pow" in
1.40, and I fancy the latter would be all the better
for a few days rest. Full Cry and V-dwydd
galloped in company, but I did not time their
performance. St. Gothard (Mr. Sassoon) easily
beat Maloja (Mr. Ruegg) for a mile in 2.15; a
very fair performance considering the weight
carried by the winner. Dunkeld cantered
slowly, and I noticed Silken Saddle tearing along,
but not in his old form. Post Boy, lately on the
sick list, covered the half-mile in 66 seconds,
moving very freely, and finishing full of running.

Shortly after ten o'clock the ponies in the
stables of Messrs. Stich and Ess were galloped on
the training track, which is very much faster than
the race course. For a mile Chaser distanced
Benhur, in 31, 65, 1.30 and 2.12, the dark grey
showing marked improvement both in his style
and finish. In a mile and a quarter spin Cherry
Blossom beat Cherry Ripe by a head after a hard
race from the quarter mile post—times 36, 69, 1.45,
2.20, and 2.52. Ganges and Bicycle went together
for six furlongs in 36, 1.10 and 1.47—too slow
time to be of any value, in reckoning up the
merits of either pony. After a grand finish
Kingcraft cleverly disposed of Starry Nights in
a mile "pow," but the times—32, 66, 1.41, and
2.20—on such a flying course cannot be con-
sidered satisfactory. Still, Kingcraft is an
improving sort and will race from end to end.
Ormonde, Mikado, and Allets (late Com Impeto)
raced together for a mile, Mr. Beihell's cast-of
making all the running and beating the old
half-miler by rather over a length in 32, 67,
1.49 and 2.19.

AN OLD SPORTSMAN.

Hongkong, 30th January, 1889.

"CROWN COLONIES"

AN INTERESTING LECTURE.

On Monday night the second regular meeting of
the Hongkong Literary Society was held in the
City Hall. A smaller room than last time was
chosen, and was a great improvement. The
attendance was not so large as last time, but
the eruption of evening dress was proportionately
mild. Mr. Francis, Q.C., lectured on "Crown
Colonies." Dr. Chalmers, before calling on the
Lecturer, explained that the Committee had been
unable, as yet, to find a local habitation for the
Society, but they hoped to do so before the next
meeting.

Mr. Francis said:—In accordance with a rule
very wisely laid down by Mr. Cantile on the last
occasion, the lectures shall be given on
subjects with which the very educated men
are acquainted, and I propose this evening to
treat of the Crown Colonies, not to
trouble myself about their geographical positions,
description, &c., but to deal only with that which
comes within the scope of my own professional
studies of their Constitutions and the methods
by which they are governed. As pointed out to
you at the last lecture, there are many English
Colonies scattered over the face of the earth, and
very few of them are governed in precisely the
same way, or according to the same rules—
nearly every one differs in some respect. There
are, however, three broad classes into which for
political and other purposes, they are divided—
First, there are the Colonies of "free" gov-
ernment. These are the Colonies of "free" gov-
ernment. There the entire legislative power is
vested in the Queen—the appointment of the
executive officers of the Government, and their
control, is also vested in the Crown, and though
there may be Legislative Assemblies of some
sort they are not in any sense of the word
representative. Such a Colony is Hongkong.
Here we have a Governor and officials all
appointed by the Crown, or by the Governor on
behalf of the Crown; we have a Legislative
Council, not one-half of whose members have
been elected by the people. The Crown has
not only the power to veto all laws passed,
but has also the right to initiate, through the
action of the Governor, in Hongkong, as you
know, we sometimes see an election of a member
of the Council, but although nominally, they are
not really so—it is not an election because the
gentlemen elected do not sit in the Council by
virtue of the election, they are simply nominated
—one by the Chamber of Commerce and the
other by the Justices of the Peace, but the
Governor is perfectly at liberty to accept or
reject the nomination.

The second class of Colonies is also governed
by someone appointed by the Queen. You have
these lately, heads of departments. As I have
just said, the Colonies of "free" government
have a voice in the selection of their own governor,
and it was decided against them. In these
Colonies the officials are also nominated by the
Crown, who can remove them. But there are
also Legislative Assemblies, held under various
constitutions granted by the Crown, of which at
least one-half must be elected.

Then there is a third class, in which there is a
responsible Government, in which the Legislature
is elected by popular suffrage, and except the
Governor, are appointed locally, and in which
these officials, heads of departments, are called
as they are called, are responsible to the
Crown, but to the representative Assemblies.
The Australian Colonies are examples of such a
class. In them the Crown has nothing but the right
of veto; everything in the nature of Legislation
is initiated in the Colony, by ministers chosen
by the people. In the second class the Crown
chooses the ministers, but there is a repre-
sentative assembly, which votes and discusses
measures. In the Crown Colony the ministers
and all the members of the Assembly are
appointed by the Crown. It is a fundamental
principle of English constitutional law, that as
soon as an Englishman goes either into a
uninhabited or a barbarous country, or one like
China, hardly barbarous, he carries with him
the laws of England, with all their rights and

privileges. When a small body of men, with
or without the authority of the Crown,
settled in North America in the old days, or
more recently, in Australia, they took with them
all the rights, privileges, and responsibilities of
English law. Of course in entirely barbarous
or uninhabited countries there is no law except
their own. But when they came to a place like
Hongkong, in which there were some seven or
eight thousand inhabitants, the question arises
—what laws will prevail? Under some cir-
cumstances the native law would ordinarily prevail.
If the country were simply occupied English
law would invariably prevail, and it would
depend entirely on the Crown how long, and to
what extent, native laws and customs should be
recognised. In a country ceded after war or
conquest the question would be decided by
the terms of the treaty—for instance, in
Mauritius, which was conquered from the French,
it was stipulated in the terms of cession that
French laws and customs should prevail among
the French. But there is one broad exception to
this law. No law can prevail which violates in
any degree the broad constitutional principles
of English law and English freedom. When we
took possession of many of the Spanish colonies
in the West Indies torture was a part of the
criminal law, but the moment Britain hoisted
her flag, although Spanish law still prevailed in
most respects, torture was abolished. It is
within the prerogative of the Crown, too, to
declare what laws shall prevail, unless con-
ditions have been laid down in the cession.
The Queen can say whether the native laws
shall continue, or to what extent, and so on. Here
in Hongkong, for instance, in April 1845, the
Queen, through the Legislature, decreed that all
laws in force up to that date should continue, but
we have heard the question raised, may we
arise again—that when Hongkong was ceded the
officer who was then in command of the troops
issued a proclamation in which he promised the
Chinese inhabitants the observance of all their
laws and customs. He did so—but subject to a
reservation—"subject to Her Majesty's pleasure."
The moment

Colonies themselves. If the responsibility was thrown openly and fairly on the Governor himself, for he is really the responsible person, and that the members of the Council should be absolutely free—officials and unofficials—to discuss and criticize measures, and then, in face of their opinions, he would be pushed to measure forward, make the responsibility of declaring them law rest on him. The position of Legislative Councils at present is both curious and difficult. As it was described to me the other day, it is probably one of the most delicate instruments for governing ever invented. The Governor is possessed of absolute power, in that a good Governor never, or seldom, loses his official majority—he will so bring forward his measures, so consult his colleagues, so take the public into his confidence, that any measure which is really worth carrying will have been discussed and examined and approved by the majority of the Council before it comes before the Council, or, if undesirable, it will probably be dropped, or at least reconsidered and amended. We have had such Governors in this Colony. We have had Governors during whose reign there has been no such thing known as division in the Council, and on the other hand we have had Governors under whom every question was debated and divided upon, and passed with a minimum of assent and a maximum of dissatisfaction. Now the Legislature whose measures produce such results can hardly be considered a success. In the executive government of a Colony Governors are assisted by the Executive Council. In the old days of this Colony, and most other places, as shown by the Council List, this Council consisted of the Governor, the Colonial Secretary, and the Attorney-General—seldom any other. We find a number of other gentlemen in the Council at present. It seems to me that the earlier form was the only sound and good one. The duties of the Council, as its very name implies, are to assist in the actual Government of the Colony. The Governor's duty, in addition to initiating all useful measures, is to supervise the action of the heads of departments, whom he has the power to suspend, and in many cases to entirely remove, if necessary. He should supervise their performance of their functions. Some Governors adopt the theory that when they have a good staff of officials they should not interfere, but let them do their work in their own way and on their own responsibility. That does not always do. On the other hand there are Governors who are constantly interfering with the heads of departments, and are inclined to monopolise the whole of the duties of every department. We have had specimens of both kinds, and it seems to me that they were equally failing in the performance of their duties. Heads of departments must be supported, but only when they are right, and the Governor who does not take the trouble to investigate the complaints cannot very well know whether they are well founded or not. In all such matters he is required by his instructions to have the assistance of the Executive Council, and it has always been a puzzle to me how that Council, when composed largely of heads of departments, can assist him in the performance of that duty. The Council is composed of the Colonial Secretary, who is of course the confidential counsellor of the Governor, the General commanding the troops, a man experienced in dealing with men and free from social influences, the Attorney-General, who, though the head of the legal department, is the Governor's adviser, and holds as independent a position as the Governor himself, and the heads of the departments. It has always seemed to me a mistake to have the last on the Council—a great departure from the representative formation of the body. It may be said that the Governor derives an immense advantage from having them by him. But he can learn anything he wants about any department by calling on the head for a report or having him up to give an explanation, and the Council can much more fairly, and thoroughly, and impartially discuss matters affecting that department in his absence. You see there is the Governor, with plenary authority, the Council, and the Legislature, subject to the Imperial Parliament, whose power is transmitted through the Secretary of State for the Colonies. You may know that every Act of Her Majesty must be countersigned by some other responsible person before it is operative. He is responsible for her Acts in his department, so she is bound, constitutionally, to follow his advice. If she does not, and the matter is sufficiently grave, he refuses his signature. So the real Government of the country is vested in these Secretaries of State. The Government of the Colonies is vested in one of them, although in these days of rapid dispatch, when every Governor may be said to be sitting at the end of the telegraph wires, every initiative is left to them. The Secretaries of State, you know, change with the Ministry; every two or three years they go to the office, and the Government really, in the hands of the responsible Secretary of State, the man whose name is known to all the world, but in the hands of the permanent officials, whose names hardly ever are known out of the office circle, and whose responsibility is sheltered under the signature of their chief. There are three or four permanent Under Secretaries of State in the Colonial Department—each of them has half-a-dozen Colonies to look after, he keeps all the records, carries on the correspondence, is acquainted, more or less, with the officials, and as Secretaries of State succeed one another he is the only man who knows what has been done, and how the Government is connected with the other (applause). One of the difficulties arising out of the Constitution of England, and to which Parliamentary Government is subject, is that that should be so, that the government of this and every other Crown Colony should rest in the hands of some practically unknown gentleman sitting in his office in Downing Street, without practically any responsibility to anyone for what he does or advises, for it is impossible to bring the responsibility home to him, because whatever he does he does not in his own name, but in that of the Secretary of State for the Colonies. You will see that a great many powers are concentrated in the management of a Crown Colony. Of course in addition to those I have mentioned there are the superior Courts. In each Colony there is one or more—and that is the great safeguard and protection Englishmen have wherever they go. The law is supreme over every person and everything—everyone, from the Governor down, has to submit to the dictates of the law, and is amenable to its jurisdiction. It was long contended that the Governor of a Colony is not responsible—cannot be held to answer in law for what he does in the Colony over which he has jurisdiction, but it has been decided over and over again, in fact recently, that a Governor who is guilty of any wrongful act is liable to be held before the Courts there or in England. He is not a Viceroy—the representative of the Crown, invested with royal prerogative—he is simply a deputy, holding power by the Commission. Under the Charter of this Colony he exercises of course the prerogative of life and death, of signing death warrants, granting pardons, remitting fines, dealing with Crown lands, he signs all warrants for the issue of public money, and initiates all public measures. He has the power of suspending every official, including even the Judges, and there is one peculiarity, and one alone, in which our Courts and Judges differ from those in England. There the Judges are irremovable except on the petition of the House of Commons, conferred in by the House of Lords, and addressed to and

assented to by the Queen, so that it is a very tremendous piece of machinery indeed for removing an English Judge from the bench. But in the Colonies, for reasons which are probably wise, they are removable by the Government, or rather they may be suspended and their cases remitted to the Privy Council for consideration, but the great safeguard against abuse of power—for cases do sometimes occur where Governors suspend Judges—is that when the case comes before the Privy Council the Governor is himself on his trial, and if he fails to justify his act he himself will be removed from his post. All other officers he may suspend.

Now I think I have shown briefly how we are governed—if I may add a little advice it would be that we should try and raise the status of this Colony from that of a Crown Colony pure and simple to that of Class B in the List, and get representative institutions. The Legislature elected by the people, the power of electing our own officers, and the control of the Executive. In a Colony of the wealth and importance to which Hongkong is rising it seems very hard that the people who have made it what it is by their own industry and enterprise should have so small a voice in the government of the Colony and the disposal of the funds. In a Colony of the kind I refer to the power of the people would be such that they could veto any undesirable measure—they could assert themselves plainly, openly, and clearly, not as now, but governed by an efficient majority whose opinions are entirely unknown. Attention was called in one of the local papers to the fact that the Straits Settlements, and some of the other Colonies possess Associations with branches in London, to look after their political and commercial interests, and it was suggested that some such Association might usefully be formed here. I recommend that to your serious consideration—think well of it. (Loud applause.)

On the motion of the President a cordial vote of thanks was awarded to Mr. Francis for his lecture.

Dr. Cantlie intimated that the next meeting of the Society would be held in Bank Buildings, when a discussion would be opened by Mr. Judd on "The Advantages and Disadvantages of Travel."

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by correspondents in this column.]

THE STEAM LAUNCH "CORNER."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—Sir—I trust you will not take it amiss if I venture to ask space for a word on behalf of the other side of this share speculation question; I refer to the holders and buyers. I assure you that I have never owned, bought, or sold a share in the Steam Launch Company. My convictions are in entire accord with your own as to the doubtful business soundness of the enterprise and I believe that, unsupported by the Government, it cannot pay expenses; but at the same time I maintain that people have a perfect right to invest in it, buy as cheaply as they can, sell for what they can get, or continue to hold if they see fit.

In the first place I think it a reasonable assumption that the short seller goes in for the purpose of making money. I am willing to acquit him, Sir, of any special designs on my purse or on yours, but he does not sell out of pure philanthropy. Having no shares himself he agrees to deliver to another shares which belong to you and me. When delivering time approaches he finds perhaps that we are not disposed to sell these shares as cheaply as he anticipated and he is injured, indignant and "cornered." He has not scrupled to cry down our project and depreciate it; he will insist now that we have no moral right to decline to sell at what he considers a just value; he will use all means in his power to render us odious, disreputable, infamous. The man who sells your property without consulting you must be content to take his chance; he should not complain if he has to pay dearly for it.

When this Company was first formed I was asked to subscribe, and I consented to take a few shares, but on being told at the finish that there were plenty of applicants who would be glad of my allotment I withdrew, with thanks. Although I had little faith in its immediate earning power I thought it was a move in the right direction and was willing to give it such support as I could afford. It was not intended, I understood, as a medium for speculation, but seemed to me to tend in every way towards the public weal. It came at last to pay, so much the better; no one was injured and its promoters got no more than their deserts.

I was struck by the remark of a philosopher the other evening—"all true prosperity springs from the soil." I agree with this sentiment almost unreservedly, but of course allow there may be a few exceptions; the Codfish industry, for instance, is a large and legitimate one. Its aristocracy is well represented in our midst.

The Steam Launch helps the spread of civilization, opens up navigation, fosters commerce, and assists the farmer as well as the sailor or mechanic.

I do not believe in this tendency towards hazardous speculation in its various guises, but if there is a side to it less vicious than the other, it is, in my opinion, the side which buys with its hard money, sells for what it can, or holds at its discretion.

I am, Sir,
Yours faithfully,
HONGKONG, 28th January, 1889.

HONGKONG SEAMEN'S CHAPLAINCY.

The following is the report for 1888: Committee—Hon. J. Bell-Irving, Captain Rumbey, R.N.; W. H. Forbes, Esq., R. Rev. Bishop of Hongkong; Rev. A. Garvey Goldsmith, M.A. The work of the Seamen's Chaplaincy in Hongkong has now been carried on by the Rev. A. G. Goldsmith for three years. During that time he has thoroughly gained the confidence of the Trustees and Committee of the Sailors' Home and has also won his way among the Seamen who have visited the Port. Every means possible has been employed to interest and benefit the Sailors. Religious Services have been held both on Sundays and week-days, ashore and afloat. There have been weekly Concerts and Social Meetings in the Reading Room of the Sailors' Home, and the Home has been the scene of many a happy gathering. During the year just closed, Mr. Goldsmith reports having paid 773 visits on board ships in the Harbour, holding out services where possible; sometimes in the Captain's cabin, sometimes in the forecastle.

The attendance of sailors at St. Peter's Seamen's Church has kept up well during the year. The number of communicants has been 501, an increase over last year of more than 100. This indicates that many more seamen than formerly have availed of themselves of the good being done, and is an encouraging sign of good being done. There is an office of St. Peter's every Sunday at the close of the morning and evening services, to which the sailors contribute, and in addition to this the Chaplain has received from sailors during the year sums amounting to \$100 for church work, a proof of their appreciation of the

religious efforts put forth on their behalf. 51 bags of reading books have been sent away with outward-bound ships. To keep up the supply needed to meet the constant demand for good literature, the Chaplain appeals to those who take in the Illustrated Papers, Magazines, &c., in the hope they may be able to spare some, which after doing duty in the Reading Room, might be sent away to sea.

The work has grown to such an extent that Mr. Goldsmith has been for some time seeking means to support a Scripture Reader to assist him in visiting the ships. By persevering efforts he has succeeded, and he has now engaged the services of Mr. Edward Makham, signalman on board H.M.S. "Constance," who concludes to years' service in H.M. Navy on January 31st. Mr. Makham is expected to arrive in Hongkong shortly and will at once enter on his duties.

The Chaplain has been making, as is well known, strenuous efforts during the year towards securing, if possible, the Sunday rest for Merchant Seamen and their Officers while in Hongkong Harbour. There has been practically "no Sunday" in the Harbour for Merchant Ships since the opening of the Port. This has been caused probably by the fact that the Chinese have no such day, and are found willing to work at any time in loading and unloading ships; and as this facilitated business and profit, the departure from English custom in this Port became fixed, and all attempts to interfere with it have hitherto failed. Whether any plan is now to be adopted to secure the Sunday rest for the sailor while in Harbour, here remains to be seen, but it is earnestly hoped that the recent agitation of the question will not be found to be in vain. The object aimed at—the securing for English sailors, who are often confined to their ships for weeks at a time, the Englishman's right and privilege, while in Hongkong Harbour, of a weekly day of rest—is well worth the serious consideration and united efforts of the Government and Shipping Firms of Hongkong.

Warmest thanks are due, and are hereby tendered to those friends, whether here or in England, who have so liberally contributed to the expenses of the year just closed. Appeal is again made for help during another year. The Committee of the Sailors' Home have most kindly undertaken to furnish the allowance towards house rent, which this Fund has hitherto supplied, but the remaining expenses will still have to be met by voluntary contributions. It is not anticipated that there will be any difficulty in raising the small amount required for a Seamen's Chaplain in Port, where in 1887, according to the Harbour Master's Report, no less than 4,078 vessels, representing more than four and a half million tons, arrived and passed on to other Ports.

HONGKONG SEAMEN'S CHAPLAINCY ACCOUNTS FOR 1888.

Income.
Balance from previous Account \$ 299 81
Donations as per List 2,390 70
Interest on current Account from Hongkong and Shanghai Bank to June 30th 29 95
Do. do. to December 31st 19 65
\$ 2,740 11

Expenditure.

Salary of Chaplain \$1,600 00
Less paid by Missions to Seamen's Society London £400 = 261 74
\$ 1,338 26
Allowance to Chaplain for house rent from January to October (inclusive) at \$50 a month 500 00
Hire of Steam Launch for the Sundays of the year, at \$30 a month 360 00
Four Boatmen wages at \$16 a month 312 00
Repairs of Chaplain's Car 18 85
Printing 200 copies of last year's Report and Stationery 17 00
Balance carried forward 194 00
\$ 2,740 11

J. S. BURDON, Bishop, Treasurer.

Examined and found correct. Vouchers compared with entries and found in order.
FRED. T. P. FOSTER, Auditor.

KOREA.

(FROM OUR CORRESPONDENT.)

FUSAN, 9th January, 1889.

Our new Chinese Consul, Mr. Li Un-wang, formerly attached to the Legation in Seoul, has arrived here recently, and has made a very favourable impression. I regret to state that we are about to lose the *Chancellor* of the Japanese Consulate, who has endeared himself in this place to everybody who had the privilege of becoming acquainted with him. He is retiring on promotion, as acting Vice-Consul at Chefoo. He has been very painstaking in teaching the rising generation of Fusan the Queen's English, but I fear, with only indifferent success.

Mr. Ni Shan-un, an attaché of the recalled Korean Mission, ill-advised, as it were, to Washington, passed through here, on his way to Seoul, to report to the Throne the failure and *fiasco* of that unfortunate affair. Mr. Ni Shan-un wears European clothes, and wears them well. I think I had better have written American clothes. The Minister himself is sick in Tokio; perhaps he wants the storm "to blow over a little," before he ventures back to Seoul; his sickness is supposed to be *Febri Dysenteria*. In Tokio some nice little diplomatic connections can be formed to be useful for some future complications. Tokio is a very fine place in Dal Nippon; in fact, I believe, it is the capital of beautiful Japan.

The other day I had occasion to converse with a very well-informed native on the Missionary question. According to treaties missionaries are not allowed in Korea, but here they are, all the same. My native friend expressed himself largely in favour of the French Fathers. You know very well that I am not a Romanist, and I leave you and your readers to draw your own inferences. Besides American and French missionaries there are none of other nationalities in this country at present. Since the presence of missionaries in Korea is forbidden, my friend asked, "why don't they go to China, where missionary work is not prohibited? or to Japan, where it is at least tolerated?"

I think there would be a fine field of labour for some of them in Formosa amongst the savages, but I dare say they would find less comfortable quarters with their families than in Seoul. The gold-mining in Massampo appears to be knocked out on the head again; the little work carried out there has never been carried out methodically, or, in any scientific way. What is wanted is Massampo is a few hundred Californian or Australian miners, capital, and systematic working; then the country would be enriched and benefited by her mineral wealth. Even the gold-bearing river sands, already worked by the Koreans, if dealt with, once more by foreign professional miners, would yield good returns. The gold here is quite exceptional for one place; five degrees Celsius below freezing point. Our harbour is perfectly ice-free; but, in installing the telegraph cables, the Koreans were not skilful.

Mr. Mitchell has gone once more to Seoul about his timber contract in connection with the Korean forests and Daegut Island.

I am glad the N. Y. Kaisha have ordered uniforms to be worn by their officers; people having business on board now know whom to address, without bothering other parties on board; the innovation is certainly a great improvement, on which the Company may be justly congratulated.—*Shanghai Mercury.*

CHILDREN starving to death on account of their inability to digest food will find a most marvelous food and remedy, in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. Very palatable and easily digested. Read the following testimonial:—"I have prescribed 'Scott's Emulsion' in cases of children suffering from wasting and mal-nutrition and can report most favourably of its good effect; it has been in each case taken most readily."—W. PERKINS, M.R.C.S., Medical Superintendent, Butleigh Hospital. Any Chemist can supply it.—A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

Today's Advertisements.

STEAM TO YOKOHAMA, VIA NAGASAKI, AND KOBE.

(Passing through the INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship

"GWALIOR"
will leave for the above place on FRIDAY, the 8th February, at NOON.

E. L. WOODIN, Superintendent.

Hongkong, 30th January, 1889.

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship

"SHANNON"
will leave for the above place about 24 hours after her arrival with the next-outward English Mail.

E. L. WOODIN, Superintendent.

Hongkong, 30th January, 1889.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE, PLYMOUTH, AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

M.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PENINSULAR," Captain H. Wyatt, with Her Majesty's Mails, will be despatched from this port for LONDON, VIA BOMBAY AND SUEZ CANAL, ON WEDNESDAY, the 13th February, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing. Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 30th January, 1889.

NORTH CHINA Famine Relief Fund.

THE HONGKONG AND SHANGHAI BANKING CORPORATION will be happy to RECEIVE SUBSCRIPTIONS to the above fund and transmit same to the Shanghai Committee.

Hongkong, 30th January, 1889.

TO LET.

A BUNGALOW in a Garden at Kowloon, with Tennis Court attached, situated on the Dock Bay.

Apply to F. V. RIBEIRO.

Hongkong, 30th January, 1889.

ZETLAND LODGE.

No. 525.

AN EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on SATURDAY NEXT, the 2nd February, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 30th January, 1889.

Intimations.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

THE Company's Offices have This Day been REMOVED TO BEACONSFIELD ARCADE, first floor, opposite the old Court House.

G. DE CHAMPEAUX, Agents.

Hongkong, 28th January, 1889.

KOWLOON HOTEL.

J. C. ROUGH, Manager.

WINE and SPIRITS of the best quality.

ENGLISH and AMERICAN BILLIARD TABLES, BOWLING ALLEYS, TENNIS LAWN.

Hongkong, 31st January, 1889.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIFTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on SATURDAY, the 2nd February, at 12 O'CLOCK Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend and Electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 20th instant to 2nd February (inclusive).

By Order of the Board of Directors.

W. H. ARNOLD, Secretary.

Hongkong, 31st January, 1889.

Consigners.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "CARMARTHENSHIRE," FROM HAMBURG, ANTWERP, LONDON, &c.

CONSIGNEES of Cargo are hereby informed that all goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 3rd proximo will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd proximo, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, 28th January, 1889.

CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BATAVIA," FROM VANCOUVER, YOKOHAMA, AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co., Agents.

Hongkong, 24th January, 1889.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "CITY OF NEW YORK."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN, Agent.

Hongkong, 29th January, 1889.

For Sale.

FOR SALE, WHOLESALE AND RETAIL.

WATERBURY WATCHES.

the Handiest, Cheapest, and Best Time-keepers invented.

PRICE THREE DOLLARS EACH \$3.

REPAIRS NEVER EXCEED 50 CENTS for each Watch.

Orders from Outports to be accompanied with Remittance for Cost.

THE MITSUI BUSSAN KAISHA, (Sole Agents in Japan and China for the Sale of the above Watches.)

10, QUEEN'S ROAD CENTRAL, Opposite Marine House.

Hongkong, 29th August, 1888.

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

SMITHS, AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.

No. 8, Queen's Road Central. (607)

Auctions.

GOVERNMENT NOTIFICATION.

No. 35.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 11th day of February, 1889, at 4 P.M., are published for general information.

By Command, FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 26th January, 1889.

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of February, 1889, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

1. Inland Lot No. 1,214.

2. Inland Lot No. 1,215.

3. Inland Lot No. 1,216.

4. Inland Lot No. 1,217.

5. Inland Lot No. 1,218.

6. Inland Lot No. 1,219.

7. Inland Lot No. 1,220.

8. Inland Lot No. 1,221.

9. Inland Lot No. 1,222.

10. Inland Lot No. 1,223.

11. Inland Lot No. 1,224.

12. Inland Lot No. 1,225.

13. Inland Lot No. 1,226.

14.

Commercial.

CLOSING QUOTATIONS.
 Hongkong and Shanghai Bank—169 per cent. premium, buyers.
 Union Insurance Society of Canton—\$120 per share, sellers.
 China Traders' Insurance Company—\$80 per share, buyers.
 North China Insurance—Tls. 290 per share, buyers.
 Canton Insurance Company, Limited—\$120 per share, sellers.
 Yangtze Insurance Association—Tls. 97 per share, buyers.
 Chinese Insurance Company—\$165 per share, buyers.
 On Tai Insurance Company, Limited—Tls. 150, per share.
 Mongkong Fire Insurance Company—\$365 per share, buyers.
 China Fire Insurance Company—\$81 per share, buyers.
 Mongkong and Whampoa Dock Company, 36 per cent. premium, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$2261 per share, sellers.
 China and Manila Steam Ship Company—178 per share, buyers.
 Hongkong Gas Company—\$135 per share, sellers.
 Hongkong Hotel Company—\$170 per share, nominal.
 Indo-China Steam Navigation Company, Limited—121 per cent. dis., buyers.
 Douglas Steamship Company—\$66 per share, buyers.
 China Sugar Refining Company, Limited—\$207 per share, sellers.
 Luon Sugar Refining Company, Limited—\$86 per share, sellers.
 Hongkong Ice Company—\$101 per share, sellers.
 Hongkong and China Bakery Company, Limited, \$80 per share.
 Hongkong Dairy Farm Co., Limited—\$124 per share, sellers.
 A. S. Watson & Co., Limited—100 per cent. premium, sellers.
 Chinese Imperial Loan of 1884 B—21 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—11 per cent. premium.
 Hongkong Rope Manufacturing Company, Limited—\$97 per share, buyers.
 Perak Tin Mining and Smelting Company—\$5 per share, nominal.
 Punjion and Sanchie Dus Samantan Mining Co.—\$101 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—90 per cent. premium, buyers.
 Tongkin Coal Mining Co.—100 per cent. premium, buyers.
 The Hongkong High-Level Tramway Co., Limited—250 per cent. premium, nominal.
 The East Borneo Planting Co., Limited—\$50 per share, sellers.
 The Sengie Koyah Planting Co., Ltd.—\$35 per share, nominal.
 Crutchenbank & Co., Ltd.—\$45 per share, sellers.
 The Steam Launch Co., Limited—100 per cent. premium, nominal.
 The Austin Arms Hotel and Building Co., Ltd.—40 per cent. dis., nominal.
 The China-Borneo Co., Ltd.—\$60 per share, nominal.

EXCHANGE.

ON LONDON.—Bank, T. T. 1/2
 Bank Bills, on demand 1/2
 Bank Bills, at 30 days' sight 1/2
 Bank Bills, at 4 months' sight 1/2
 Credits at 4 months' sight 1/2
 Documentary Bills, at 4 months' sight 1/2
 ON PARIS.—
 Bank Bills, on demand 3/4
 Credits, at 4 months' sight 3/4
 ON INDIA, T. T. 2/2
 On Demand 2/2
 ON SHANGHAI.—
 Bank, T. T. 7/1
 Private, 30 days' sight 7/2

OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul.....\$630
 (Allowance, Tails 4 to 33).
 OLD MALWA, per picul.....\$630
 (Allowance, Tails 10 to 32).
 NEW PATNA, (without choice) per chest.....\$580
 NEW PATNA, (first choice) per chest.....\$582
 NEW PATNA, (bottom) per chest.....\$578
 NEW PATNA, (second choice) per chest.....\$575
 NEW PATNA, (without choice) per chest.....\$577
 NEW PATNA, (bottom) per chest.....\$570
 NEW PATNA, (best quality) per picul.....\$550
 OLD PATNA, (best quality) per picul.....\$475
 OLD PATNA, (second quality) per picul.....\$475

MAILS EXPECTED.

THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s steamer *Shannon*, with the English mail of the 28th ultimo, left Singapore on the 28th instant, and may be expected here on the 3rd proximo.
THE FRENCH MAIL.
 The M. M. steamer *Djemnah*, with the French mail of 29th ultimo, left Singapore on the 24th instant, at noon, and may be expected here on or about the 31st.
THE AMERICAN MAIL.
 The O. & O. S. N. Co.'s steamer *Belgic*, from San Francisco to date the 5th instant, left Yokohama on the 26th instant for this port, and may be expected here on or about the 1st proximo.
 The P. M. S. S. Co.'s steamer *City of Peking*, with the American mail, left San Francisco on the 15th instant, and is expected here on or about the 15th proximo.

THE CANADIAN MAIL.

The steamer *Parthia* left Vancouver for Japan and China on the 22nd instant.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Gwalior*, from Bombay, left Singapore for this port on the 25th instant, and is due here on the 31st.
 The Ocean Steamship Co.'s steamer *Dardanus*, from Liverpool, left Singapore on the 25th instant, and is due here on the 1st proximo.
 The C. S. M. S. N. Co.'s new steamer *Canfa*, from Glasgow and Liverpool, left Singapore for this port on the 27th instant, and may be expected here on or about the 2nd proximo.
 The D. D. R. steamer *Iphigelia*, from Hamburg, left Singapore at noon on the 28th instant, and may be expected here on the 4th proximo.
 The P. & O. S. N. Co.'s extra steamer *Katia* left Bombay on the 26th instant, and is expected here on or about the 10th proximo.

Post Office.

A MAIL WILL CLOSE
 For Nagasaki, Kobe, and Yokohama.—Per *Verona*, on Friday, the 1st Feb., at 11.30 A.M.
 For Saigon.—Per *Triumph*, on Friday, the 1st Feb., at 11.30 A.M.
 For Straits and London.—Per *Glenasmole*, on Saturday, the 2nd Feb., at 11.30 A.M.
 For Straits and Calcutta.—Per *Zaitang*, on Monday, the 4th Feb., at 11.30 A.M.
 For Europe, &c., Australia, India, &c. Madras.—Per *Asia*, on Wednesday, the 6th Feb., at 11.30 A.M.

Shipping.

ARRIVALS.

PEKING, German steamer, 954, G. Heuermann, 29th Jan.—Whampoa 29th Jan., General.—Siemens & Co.
 KWONGSANG, British steamer, 989, Sellar, 29th Jan.—Whampoa 29th Jan., General.—Jardine, Matheson & Co.
 MARIE, German steamer, 704, C. A. Hundewadt, 29th Jan.—Haiphong 27th Jan., Rice.—A. R. Marty.
 HAITAN, British steamer, 1,183, S. Ashton, 30th Jan.—Fochow 27th Jan., Amoy 28th, and Swatow 29th, General.—D. Laprak & Co.
 COCKCHIAER, British gunboat, 450, Lieut-Commander E. E. Maxwell, 30th Jan.—Pagoda Anchorage 27th Jan., General.—Jardine, Matheson & Co.
 BISAGNO, Italian steamer, 1,409, Tognasso, 30th Jan.—Bombay, and Singapore 22nd Jan., General.—Carlowitz & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Devawongse, British steamer, for Bangkok.
Duke of Westminster, British steamer, for Singapore, &c.
Ingraham, German steamer, for Saigon.

DEPARTURES.

January 30, *Freja*, Danish steamer, for Haiphong.
 January 30, *Wycern*, British str., for Saigon.
 January 30, *Zafiro*, British steamer, for Manila.
 January 30, *Bengal*, British steamer, for Singapore, &c.
 January 30, *Wolf*, German gunboat, for a cruise.
 January 30, *Ilon*, French bark, for Honolulu.
 January 30, *Duke of Westminster*, British str., for Singapore, &c.

PASSENGERS—ARRIVED.

Per *Marie*, str., from Haiphong.—Mr. O. von der Heyde, and 46 Chinese.
 Per *Haitan*, str., from Fochow, &c.—Messrs. Scott and Ollie, and 15 Chinese.
 Per *Bisagno*, str., from Bombay, &c.—1 European and 200 Chinese.

DEPARTED.

Per *Bengal*, str., from Hongkong for Singapore.—Revs. F. Studd and Thos. Marshall.
 For Bombay.—Mr. Chue Pak Young.
 For Brindley.—Mr. E. H. Melby.
 For London.—Miss Hay Chapman and Mr. E. L. Hawkes.
 For London via Marseilles.—Messrs. D. Tulloch, H. Munroe, and Myers.
 From Shanghai for Singapore.—E. Ollerdesen.
 For Bombay.—Mr. Thos. Lang.
 For London.—Mr. and Mrs. McClure and 2 children, and Mr. E. Gipperich.
 From Yokohama for Bombay.—Surgeon H. Brown.
 For London.—Mr. Matsumoto Akito.
 For Marseilles.—Messrs. Yoshida Jiro and Kugo.

REPORTS.

The British steamship *Haitan* reports that she left Fochow on the 27th instant at 3.30 p.m., Amoy on the 28th, and Swatow on the 29th. Had strong north-east winds and thick misty rain; thence to Amoy had fresh north-east winds and clear weather with rough sea. From Amoy to Swatow had strong north-east winds and overcast sky with moderate sea. From Swatow to port had moderate north-east winds and dull gloomy weather with smooth sea. In Fochow, the steamship *Chingwo*. In Swatow, the steamships *Chefoo*, *Toonan*, *Choyang*, *Namoa*, and the Chinese revenue cruiser *Fing-ching*.

SHIPPING IN HONGKONG.

STEAMERS.

AFENRADA, German steamer, 1,473, Hohlmann, 21st Jan.—Nagasaki 17th Jan., Coal.—Wielers & Co.
 BATAVIA, British steamer, 2,548, Hugh W. Auld, 23rd Jan.—Vancouver 25th Dec., Yokohama 16th Jan., and Kobe 18th, General.—Adamson, Bell & Co.
 BENLARI, British steamer, 2,265, Freeman, 21st Jan.—Cardiff 4th Dec., and Singapore 14th Jan., Coals.—Gibb, Livingston & Co.
 CHOWFA, British steamer, 1,055, F. W. Phillips, 27th Jan.—Bangkok 18th Jan., Rice and General.—Scottish Oriental S. S. Co.
 CITY OF NEW YORK, American steamer, 3,029, R. R. Searle, 29th Jan.—San Francisco 29th Dec., and Yokohama 23rd Jan., Mails and General.—P. M. S. S. Co.
 DECIMA, German steamer, 965, W. Breitling, 28th Jan.—Singapore 18th Jan., Sugar.—Siemens & Co.
 FALKENBURG, German steamer, 989, H. Weber, 24th Jan.—Hoibow 23rd Jan., General.—Melchers & Co.
 FAME, British steamer, 1,171, A. Stapan.—Hongkong and Whampoa Dock Co.
 FUSHIKI MARU, Japanese steamer, 1,219, Franck, 25th Jan.—Nagasaki 19th January, Coals.—M. B. Kaishia.
 HAILONG, British steamer, 781, J. S. Roach, 29th Jan.—Fochow 26th Jan., Amoy 27th, and Swatow 28th, General.—D. Laprak & Co.
 INGRAM, Ger. steamer, 804, J. R. Massmann, 24th Jan.—Saigon 10th Jan., General and Paddy.—Wielers & Co.
 JOHANN, German steamer, 428, H. Bluge, 29th Jan.—Macao 29th Jan., General.—Wielers & Co.
 MELITA, German steamer, 339, H. Möck, 9th Jan.—Haiphong 5th Jan., Rice.—Wielers & Co.
 PILOT FISH, British steamer, 161, A. Stapan.—Hongkong and Whampoa Dock Co.
 PROVINCIA, British steamer, 1,095, Mackenzie, 29th Jan.—Kudat 8th Jan., and Singapore 21st, Timber.—Captain.
 TAIKANG, British steamer, 1,505, W. H. Jackson, 29th Jan.—Calcutta, and Singapore 21st Jan., General.—Jardine, Matheson & Co.
 TAIYUAN, British steamer, 1,500, A. Varden, 13th Jan.—Wellington, N.Z., 24th Nov. and Surabaya 25th Dec., General.—Butler, Triumph & Swire.
 TRIUMPH, German steamer, 674, P. Moos, 27th Jan.—Haiphong 24th January, and Hoibow 25th, Rice, Pigs, and General.—Wielers & Co.
 VERONA, British steamer, 1870, M. de Horne, from Japan, Mails and General.—P. & O. S. N. Co.

SAILING VESSELS.

ADAM W. SPIES, American bark, 1,171, A. D. Field, 22nd Jan.—Newcastle, N.S.W., 3rd Dec., Coals.—Russell & Co.
 AUGUSTA, German bark, 473, Jensen, 5th Dec.—Hoilo 18th Nov.—Sanpanwood.—Ed. Schellhass & Co.
 BENGALE, British bark, 544, Scott, 17th Jan.—Singapore 24th Sept., Timber.—Melchers & Co.
 COLOMA, American bark, 852, C. M. Wages, 24th Dec.—Portland (Oregon) 2nd Nov., Lumber and Spars.—Captain.
 EMU, British bark, 778, W. Sammens, 23rd Jan.—London 2nd October, General.—Melchers & Co.
 ESCORT, American bark, 636, Waterhouse, 20th Jan.—Honolulu 14th December, Ballast.—Captain.
 IRIS, British schooner, 206, H. C. Swan, 21st Jan.—Freemantle, W.A., 26th Nov.—Sanpanwood.—Stemmen & Co.
 JOHN NICHOLSON, British steamer, 685, W. Quine, 18th Dec.—Honolulu 16th Nov., Ballast.—Captain.
 KITTY, British bark, 803, W. R. Laird, 8th Jan.—Haiphong 7th December, Ballast.—D. Musso & Co.

Intimations.

CHINA-NEW YEAR BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business, TO-MORROW, the 31st January.
 For the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA,
 JOHN THURBURN,
 Manager, Hongkong.
 For the CHARTERED BANK OF AUSTRALIA, AND CHINA,
 T. H. WHITEHEAD,
 Manager, Hongkong.
 For the HONGKONG & SHANGHAI BANKING CORPORATION,
 G. E. NOBLE,
 Chief Manager.
 For the COMPTOIR D'ESCOMPTE DE PARIS, CHANTREY INCHBALD,
 Agent, Hongkong.
 For the NEW ORIENTAL BANK CORPORATION, LIMITED,
 E. W. RUTTER,
 Manager, Hongkong.
 Hongkong, 26th January, 1888. [132]

THE HONGKONG ELECTRIC COMPANY, LIMITED.
 CAPITAL\$300,000
 DIVIDED INTO 30,000 SHARES OF \$10 EACH.
 OF WHICH 15,000 SHARES ARE OFFERED TO THE PUBLIC.
 (The remaining 15,000 Shares have been taken up on the same terms as the Shares now offered to the Public.)
 PAYMENT TO BE AS FOLLOWS:—
 ON APPLICATION\$1.
 ON ALLOTMENT\$1.
 The Balance at call (on One Month's notice being given) as required to meet drafts for purchase of Plant and otherwise for the purposes and the extension of the business of the Company.
 Applications for shares, accompanied by a deposit of \$1 per share, must be sent in to THE HONGKONG AND SHANGHAI BANKING CORPORATION on or before the 12th day of February, 1889.
 DIRECTORS:—
 THE HONORABLE JOHN BELL IRVING.
 THE HONORABLE CATCHICK PAUL CHATER.
 THE HONORABLE BENDYSHE LAYTON.
 HENRY LISTON DALRYMPLE, ESQ.
 LORENZ POESNECKER, ESQ.
 AND
 ALFRED PARKER STOKES, ESQ.
 BANKERS:—
 THE HONGKONG AND SHANGHAI BANKING CORPORATION.
 SOLICITORS:—
 MESSRS. SHARP, JOHNSON AND STOKES.

THE principal object for which this Company has been formed is to supply the city of Victoria, Kowloon and the Peak with the ELECTRIC LIGHT. A subsidiary object is the supply of electric motor power wherever it may be required, and negotiations are now being carried on with the Government to supply the necessary power for pumping water from the Albany Tank to a reservoir or tank to be established at the Peak.
 The advantages of the ELECTRIC LIGHT are so well recognised that but little need be said on the subject. It is, however, peculiarly adapted for use here on account of its being almost entirely free from heat and unaffected by wind, and also on account of its almost perfect freedom from danger by fire.
 Estimates of working expenses, cost of supply, &c., have been carefully gone into and the Directors have no doubt that the light can be supplied at rates which will compare favourably with the price paid for gas in the Colony, while for quality, power and convenience, the light will be much superior to any other kind of lighting.
 In the estimates are included cost of sufficient engine power, plant, &c., for Electric Street lighting on the well known Arc System. Negotiations, with a good prospect of success, are being carried on with the Government for a contract for this purpose.
 A very suitable site for the Engine-house required for the Machinery has been purchased and will be made over to the Company at cost price.
 It is proposed to order from England at once the necessary plant and dynamos on the latest and most approved principle adopted in England and America. The London Electric Supply Company are at present engaged in installing in London a plant to supply 250,000 lights on this principle.
 The income will of course depend much on the number of lights supplied, but as the price will be, light for light, less than gas, there can be no doubt that the electric light will be generally adopted. If but 3,000 burners are made use of, it is believed that the Company will be able to pay a satisfactory dividend, and this dividend will increase with the increase in the demand for the light.
 The value of the shares has been fixed at \$10 with the view of bringing the shares within the reach of all of the community who are likely to use the light, and who will thus have a better opportunity of becoming shareholders than if the shares were of a higher value. It is intended that at wide a distribution of the shares shall be made as possible.
 No promotion money will be paid.
 For prospectus and for forms of application for shares, apply to the
 HONGKONG AND SHANGHAI BANKING CORPORATION,
 or to
 Messrs. GIBB, LIVINGSTON & Co.
 Dated the 24th day of January, 1889. [134]

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Djemnah	Marseilles	January 31st	Messageries Maritimes.
Gwalior	Bombay	January 31st	P. & O. S. N. Co.
Dardanus	Liverpool	February 1st	Butterfield & Swire.
Belgic	San Francisco	February 1st	O. & O. S. S. Co.
Canfa	Liverpool	February 2nd	Arnhold, Karberg & Co.
Shannon	London	February 3rd	P. & O. S. N. Co.
Iphigelia	Hamburg	February 4th	Siemens & Co.
City of Peking	Bombay	February 10th	P. & O. S. N. Co.
Parthia	San Francisco	February 15th	Pacific Mail S. S. Co.
	Vancouver	February 20th	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, via Suez Canal.	Patroclus	Butterfield & Swire	February 2nd.
London, via Suez Canal	Chingwo	Arnhold, Karberg & Co.	About Jan. 30th.
London, via Suez Canal	Gleocarn	Jardine, Matheson & Co.	Feb. 2nd, at noon.
Marseilles, via Saigon, &c.	Oxus	Messageries Maritimes.	Feb. 6th, at noon.
Bremen, & Ports of Call.	Merionethshire	Adamson, Bell & Co.	About Jan. 31st.
Genoa, via Bombay, &c.	Braunschweig	Melchers & Co.	Feb. 17th, at 10 a.m.
San Francisco, via Yama	Bisago	Carlowitz & Co.	About Feb. 8th.
San Francisco, via Yama	City of New York	Pacific Mail S. S. Co.	Feb. 6th, at 1 p.m.
San Francisco, via Yama	Belgic	O. & O. S. S. Co.	Feb. 7th, at 1 p.m.
Vancouver, B.C., via A.	Batavia	Adamson, Bell & Co.	Feb. 8th, at 4 p.m.
Sydney, Melbourne, &c.	Tainan	Butterfield & Swire	Feb. 8th, at noon.
Calcutta, via Straits	Taisang	Jardine, Matheson & Co.	Feb. 4th, at noon.
Sandakan, &c., via S'pore	Mennon	Butterfield & Swire	Feb. 5th, at 4 p.m.
Yokohama, via N'saki, &c.	Verona	P. & O. S. N. Co.	Feb. 1st, at noon.
Shanghai, Kobe, &c.	Djemnah	Messageries Maritimes.	About Feb. 1st.
Shanghai, via Amoy	Dardanus	Butterfield & Swire	February 3rd.

Intimations.

A. HAHN
 PIANO TUNER AND REPAIRER.
 ON HIRE PIANOS FOR SALE
 Address: c/o HONGKONG HOTEL or No. 22, ELGIN STREET.
 Hongkong, 24th December, 1888. [37]

INTIMATION.

J. Blackhead & Co.,
 SHIP-CHANDLERS, SAIL-MAKERS,
 AND
 PROVISION MERCHANTS,
 NAVY CONTRACTORS,
 AND
 GENERAL COMMISSION AGENTS.

No. 11, Praya Central.
 (Opposite Padder's Wharf).
SOLE AGENTS
 for
RAHTJEN'S
GENUINE
COMPOSITION
 FOR
 THE BOTTOMS OF IRON SHIPS
 CARBOLINEUM AVENARIUS
 PRESERVATIVE AGAINST
 ROTTING, DECAY, &c., OF WOOD.
 CHR. MOTZ & Co., BORDEAUX, CLARETS
 IMPERIAL CHAMPAGNE,
 LA GRANDE MARQUE.
 FLENSBURG STOCKBEER,
 ENGINEERS AND BLACKSMITHS' TOOLS
 AND EVERY KIND OF SHIP'S
 STORES AND REQUISITES
ALWAYS IN STOCK
 AT
REASONABLE PRICES.
 ALL KINDS OF
COALS
 SUPPLIED AT THE SHORTEST NOTICE.
 Hongkong, 1st January, 1889. [82]

NOTICE.
 JEY'S SANITARY COMPOUNDS
 COMPANY, LIMITED.
 THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large Orders.
 Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says:
 "It is the best Disinfectant in use."
 W. G. HUMPHREYS & Co.,
 Bank Buildings.
 Hongkong, 1st October, 1888. [12]

FOR SALE.
AT WHOLESALE PRICES.
SACCONES' SHERRY; PORT, CLARETS, BRANDIES, WHISKIES.
"EMPIRE" ALE AND STOUT.
MACHINERY, GAS ENGINES, "EMPIRE" LUBRICATING OILS.
SINGERS' SEWING MACHINES.
COOKING STOVES, SCALES.
PAINTS, OILS AND VARNISH.
BICYCLES AND TRICYCLES.
JUVENILE VELOCIPEDES, HORSES AND TRICYCLES.
BICYCLE WHEELS FOR JINRICKSHAS.
SODA WATER MACHINERY.
JEY'S SANITARY COMPOUNDS.
 Apply to
 W. G. HUMPHREYS & Co.,
 Bank Buildings.
 Hongkong, 29th September, 1888. [11]

G. FALCONER & CO.
 WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
 NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
 No. 48, Queen's Road Central. [64]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
 NOTICE TO SHAREHOLDERS.
 AN EXTRAORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Office, No. 5, Queen's Road, Victoria, at 3.15 O'CLOCK P.M., of the 10th day of February, 1889, when the subjoined Resolution will be proposed.
RESOLUTION.
 That Article No. 9 of the Articles of Association be altered by eliminating therefrom the words "One Hundred Thousand" and substituting therefor the words "One Hundred and Fifty Thousand."
 By Order,
 JAS. B. COUGHTRIE,
 Secretary.
 Hongkong, 28th January, 1889. [140]

HONGKONG AND SHANGHAI BANKING CORPORATION.
 NOTICE is hereby given that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at City Hall, Hongkong, on SATURDAY, the 23rd day of February, next, at 12 O'CLOCK, Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1888.
 By Order of the Court of Directors,
 G. E. NOBLE,
 Chief Manager.
 Hongkong, 24th January, 1889. [130]

HONGKONG RIFLE ASSOCIATION.
WEEKLY SPOON COMPETITION will take place next SATURDAY, 2nd February, 3.30 P.M., 500 Yards range—10 Shots. Entrance Fee 10 Cents, to be paid to the Register keeper on the ground before firing.
 A. SHELTON HOOPER,
 Hon. Secretary.
 Hongkong, 26th January, 1889. [58]

MASONIC BALL, 1889.
 A MASONIC BALL, under the Auspices of the DISTRICT GRAND LODGE of Hongkong and South China, will be held at the CITY HALL, on FRIDAY, the 5th February. Brethren desirous of inviting Guests are requested to send the names of their friends to the undersigned.
 The Subscription is limited to \$10 for Masons and \$5 for each Guest invited (non-Masons).
 ALF. WOOLLEY,
 Hon. Sec.
 Hongkong, 28th January, 1889. [100]

THE CHINA-BORNEO COMPANY, LIMITED.
 THIS Company having PURCHASED the MILLS from the HONGKONG STEAM SAW MILL CO. (LTD.), Bowington, are prepared to Contract for the Supply of Borneo and other Timbers, in Logs or sawn to any dimensions, at short notice. The Company are also prepared to undertake General Agency Business at any of its Branches in Borneo.
 GIBB, LIVINGSTON & Co.,
 Agents in Hongkong and China.
 Hongkong, 16th January, 1889. [93]

A. G. GORDON & CO.
ENGINEERS, LAUNCH BUILDERS, CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON AND TIMBER MERCHANTS.
WORKS:
 BOWINGTON, EAST POINT.
OFFICE:
 CORNER OF PRINCE STREET AND PRAYA.
STEAM LAUNCH COMPANY, LIMITED.
 Hongkong, and September, 1888. [14]

HONGKONG TIMBER YARD, WANCHAI.
OREGON PINE, SPARS AND LUMBER Always on Hand.
 L. MALLORY.
 Hongkong, 24th June, 1888. [69]

Intimations.

NOTICE.

HONGKONG ICE COMPANY, LIMITED.
 THE EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of the Company, Pedder's Street, on THURSDAY, the 7th February, at NOON, to receive a Statement of the Accounts of the Company to the 31st December, 1888, and the Report of the General Managers, and to discuss any matters that may be competently brought before the Meeting.
 The TRANSFER BOOKS of the Company will be CLOSED from the 28th instant to 7th proximo, both days inclusive.
 JARDINE, MATHESON & Co.,
 General Managers.
 Hongkong, 24th January, 1889. [125]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
 NOTICE TO SHAREHOLDERS.
 THE TWENTIETH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, No. 5, Queen's Road, Victoria, at THREE O'CLOCK in the AFTERNOON, of TUESDAY, the 19th February, 1889, for the purpose of receiving a Statement of Accounts, and the Report of the Directors for the year ending 31st December, 1888.
 The TRANSFER BOOKS of the Company will be CLOSED from the 6th Proximo to the 10th Proximo, both days inclusive.
 By Order,
 JAS. B. COUGHTRIE,
 Secretary.
 Hongkong, 28th January, 1889. [139]

To be Let.

TO LET,
 ENTRY 1ST MARCH NEXT.
 NO. 3, WEST TERRACE.
 Apply to
 G. C. ANDERSON,
 13, Praya Central.
 Hongkong, 29th January, 1889. [145]

TO LET.
 Apply to
 DAVID SASSOON SONS & Co.
 Hongkong, 12th December, 1888. [13]

TO LET,
 WITH EARLY POSSESSION.
 NOS. 1, 2 and 4, QUEEN'S GARLANS.
 Apply to
 G. C. ANDERSON,
 13, Praya Central.
 Hongkong, 24th January, 1889. [129]

TO LET.
 TWO ROOMS, No. 13, Shelley Street, with or without BOARD.
 Apply to
 A. B. C.,
 c/o Hongkong Telegraph Office.
 Hongkong, 9th January, 1889. [70]

TO LET, FURNISHED.
 A T the Peak, "Dunford," A FIVE ROOMED HOUSE with Tennis Court. Possession from the 15th instant to the 31st March, 1889, or 1890.
 Apply to
 J. Y. V. VERNON.
 Hongkong, 3rd November, 1888. [29]

TO LET.
 A T the Peak "LA HACIENDA," formerly occupied by Sir George Phillip.
 Apply to
 H. N. MODY,
 Victoria Buildings.
 Hongkong,